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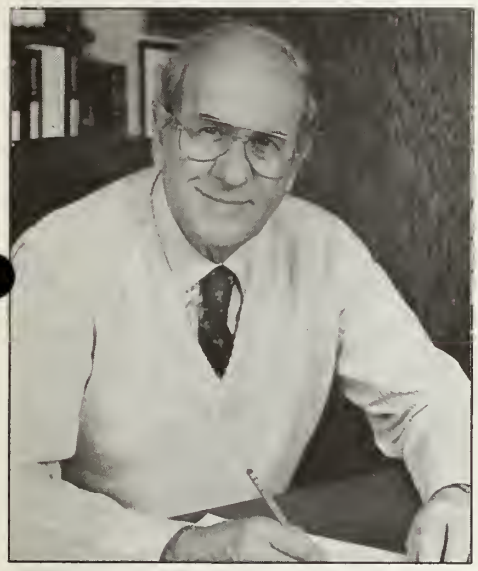
Montana and the sky

MDT Department of Transportation - Aeronautics Division Vol. 45 No. 1 January 1994

Distinguished Aviators Address Conference

Paul H. Poberezny



The 1994 Montana Aviation Conference will feature Paul H. Poberezny as the keynote banquet speaker Saturday evening, February 26, 1994.

Paul is one of the most decorated men in the international aviation community, having received literally hundreds of trophies, awards and honors for his countless contributions to the world of flight. He is best known as founder of EAA — the Experimental Aircraft Association — which has often been described as the world's most dynamic aviation organization. Each year, EAA's international Fly-in Convention draws nearly 1 million people and roughly 12,000 airplanes to Oshkosh, WI, for the largest and most significant aviation event known to mankind.

Paul organized the first Fly-In in 1953, the same year he founded EAA in the basement of his home. With his wife, Audrey, Paul nurtured the small but hardy group and watched it grow with each new year. Paul toured the country on behalf of EAA, spreading EAA's "grass roots" message far and wide. He made frequent trips to Washington, D.C., to speak to Congressional leaders and federal aviation authorities, defending the rights of amateur aircraft builders and sport aviation enthusiasts while earning his livelihood as a military pilot and aircraft maintenance officer. Today, Paul is considered one of aviation's leading spokesmen here in the US and throughout the world while representing the interests of more than 135,000 active EAA members at local, regional, national and international events.

The career of Paul Poberezny includes nearly 30 years of distinguished military service, during which time he was a pilot, test pilot and combat veteran. Prior to retiring with the rank of colonel, Paul became the only man in the armed forces to attain all seven aviation wings the military had to offer. Paul was able to accomplish this feat without ever having the benefit of military aviation training, a truly remarkable achievement in itself.

As a youngster, Paul built model airplanes from scratch and, by the time he was 16, had restored a battered Waco glider and taught himself how to fly. He has been in love with airplanes his entire life, although he has often remarked "I've learned more

See **POBEREZNY,** *page 3*

Julie Clark

Julie Clark is a veteran pilot with more than 25 years of flight experience contributing to her expertise in the sky. Julie will be the featured speaker at Saturday's awards luncheon. She has logged more than 18,000 accident-free hours in the air. In 1976 Julie became one of the first women pilots to fly for a major airline. When she is not performing her solo aerobatic routine, she is a Captain for Northwest Airlines based in Minneapolis, flying DC-9's and MD-80's.

Julie has checked out in more than 65 types of aircraft, including WWII B-17's and PBY-5 flying boats. For a

See **CLARK,** *page 3*

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Administrator's Column

Happy New Year: On behalf of the Aeronautics Board and Division, I would like to wish you all a happy and prosperous new year and safe flying in 1994.

AOPA Opposed to U.S. Customs Enforcing FAR's: The Aircraft Owners and Pilots Association has voiced their opposition to the U.S. Customs Service (USCS) practice of taking enforcement action against pilots for Federal Air Regulation (FAR's) infractions which is the responsibility of the Federal Aviation Administration (FAA). The USCS have assessed pilots with fines up to $5,000 for FAR violations. The AOPA further pointed out that the potential then exists for the FAA to also take action against the pilot for the same violation. Although most of these fines end up, after a lengthy and costly legal battle, being settled at a reduced figure of $100 to $500, AOPA suggests that the USCS only focus on the job which they are intended to do and let the FAA enforce the FARs. A survey conducted in 1992 by the AOPA indicated that about one- fourth of the AOPA members flew their aircraft in other countries and that about one-third of those pilots reported problems with the U.S. Customs Service agents who assessed excessive fines for minor technical violations including the flight plan "advise customs" (ADCUS) notification procedures. Recent research shows that a high percentage of U.S. Customs Service enforcement actions are for FAR violations against pilots and not U.S. Customs regulations.

Students from Helena's Intermountain Childrens' Home visited the airport recently to take part in an airport career awareness tour. The tour concluded with an orientation flight provided by Redge Meierhenry. All students were enrolled as Young Eagles with the Experimental Air Association (EAA) in Oshkosh, WI.

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POBEREZNY, *from page 1*

about people through my association with aviation than I ever did about airplanes." In all, Paul has logged more than 30,000 hours of flight time. He has piloted 381 different types of aircraft, including more than 170 amateur-built airplanes. He has also designed and built more than 15 different airplanes and is currently working on 4 separate projects in his private workshop. Paul has also served as Publisher/Editor of EAA publications, which include five monthly magazines and numerous technical manuals and research papers, for 34 years. A collection of his "Homebuilders Center," which he has written since 1953, would be considered a homebuilder's "Bible."

Admired for his leadership and ability, Paul has served on the Board of Directors of many local, regional, national and international organizations. He is, without question, one of the foremost visionaries and innovators in the world of aviation today.

CLARK, *from page 1*

time she was a civilian instructor at NAS Lemoore, CA, flying the T-34 for the U.S. Navy. Perhaps that was where Julie developed her affinity for that particular model aircraft. In 1991 alone, Julie flew 48 performances in front of 7.3 million people at 23 different airshow sites in the United States, Canada and even the island of Bermuda.

Julie has been featured in many television documentaries and aviation-related specials throughout the U.S., Japan and England.

"I love flying," Julie adds, "and I'm delighted to be carrying the MOPAR quality story in the skies!"

Clark's love affair with the MOPAR T-34 began when she purchased it sight unseen for $18,000 at a government surplus sale in March, 1977. She then flew her "new" airplane 2,900 miles from the surplus sale site in Anchorage, Alaska to her home in California.

Clark believes in dependability and spends a great deal of time maintaining her MOPAR T-34 in top condition. Beginning with an initial total restoration, including her own creative version of the "Air Force One" paint theme, Clark is constantly modifying and upgrading her MOPAR T-34. Most recently, the aircraft was converted from the original stock 225 horsepower engine to the 285 horsepower Victor Engine. This engine, built by Victor Aviation of Palo Alto, CA, is a fully blue printed, 24-karat gold limited engine.

As you watch her perform, you'll find Julie Clark's aerobatic routine somewhat different from those of other aerobatics fliers. Clark is not only a pilot, but also a choreographer, and with her MOPAR T-34 as her partner, she performs an elaborate ballet of grace and skill in the sky.

Flight Instructor Refresher Clinic

The Montana Aeronautics Division will host its annual three- day Flight Instructor Refresher Clinic at the Alladin Motor Inn in Helena on February 4 - 6, 1994.

Registration will be from 1000 to 1200 hours on Friday, February 4, 1994.

The clinic is being taught this year by Airline Ground Schools, Inc. The seminar is designed to meet the FAA requirements for recertification of flight instructors and chief flight instructors. More than 50 CFIs from around the state are expected to attend the clinic.

Application forms have been mailed to Montana flight instructors and FBOs. Instructors who have not received an application may contact the Aeronautics Division at 444-2506.

Calendar

January 20 — CAP Awards Ceremony, Billings. Call Steven Heffel, 238-7405.

January 25 — AMAA Annual Meeting, Heritage Inn, Great Falls.

Feb. 4 - 6, 1994 — Flight Instructor Refresher Clinic, Helena.

Feb. 23 — Montana Aeronautics Board Meeting, Billings.

Feb. 23 - 26, 1994 — Montana Aviation Conference, Billings.

Feb. 27 - March 2, 1994 — Upper Midwest Aviation Symposium, Bismarck, ND.

March 4 - 6 — Winter Survival Training, Helena/Lincoln.

ASOS Coming to Helena

The Automated Surface Observing System (ASOS) is scheduled to be commissioned in Helena by the National Weather Service on February 1. ASOS will replace the manual observations currently being taken at the Helena Regional Airport.

The ASOS is the first step of the Modernization and Restructuring of the National Weather Service. The Helena ASOS will be the first to be commissioned in Montana.

To become more familiar with the technology, three publications are available from the National Weather Service. To obtain additional information contact the NWS at 2750 Airport Rd., Helena, MT 59602 or (406) 449-5204.

ATTN: NATA Members

The National Air Transportation Association (NATA) has announced the addition of a new membership service...a toll-free "800" telephone number for NATA members effective immediately. The service is especially timely with the 1994 NATA Convention just a few months away. Call NATA at 800-808-NATA(6282).

Pilot Briefing Center Installed at Miles City

By: Redge Meierhenry
Aviation Support Officer

The Montana Aeronautics Division in cooperation with the Miles City Airport Board has installed a comprehensive weather data and flight plan filing system at Frank Wiley Field. The system is satellite fed, locally data-based system, and does not depend on long distance phone lines and main frame computers as do conventional weather data providers. The Montana Aeronautics Board has recently authorized this installation of the Pilot Briefing Center as a test of the system to prove viability and acceptance by the Montana aviation community. The system, now in place, is operated under contract by Pan Am Weather Systems, Inc.

As well as the Miles City installation, a Pilot Briefing Center has been operating in Helena. Pilot Briefing Centers are also operating in Michigan, Wisconsin, Nebraska, North Dakota, Ohio, Pennsylvania, Virginia, and Washington. There have been many compliments on the ease of access and overall operation. Since the system is remarkably easy to use their have been very few user difficulties.

The briefing center functions as follows. Basic weather data is acquired from the National Weather Service and FAA sources, processed by Pan Am Weather Systems and data uplinked to satellite S3. The data is then re-broadcast to earth via a subcarrier on a regular video transponder from satellite S3. Each earth station consists of a five-foot satellite dish, a receiver, data demodulator and a PC computer with color monitor and printer. Since each receiver is totally independent and the data signal is blanketing virtually the entire North American continent, the system is infinitely expandable.

Since all of the FAA and NWS weather data is locally based at the Pilot Briefing Center after being downlinked, there are no busy signals, no delays in response and no system outages to contend with. All of the pilot weather data such as terminal forecasts, sequence reports, prog charts, etc., are available instantly via the monitor and can be printed out so that a hard copy can be in hand during flight. Direct, VOR, and RNAV flight planning is also provided as well as flight plan filing with FSS.

A noteworthy feature and one that has proven to be very popular with pilots, is the capability to provide the same service and features via modem and local phone line for the home computer user. With any popular PC communication program, you can query the Briefing Center database for any alphanumeric product such as area forecasts. Having Pan Ams WeatherModem+ software installed on your PC, you can view and download any of the available graphic products such as the weather depiction chartS. Pilots also appreciate the ability to file their flight plans remotely via their own computer using Pan Am's software. WeatherModem+ software is available from Pan Am at 1-800-367-6602.

Sig Ugrin, Manager, Frank Wiley Field, Miles City is pictured following installation of the system. The satellite was installed atop a small building next to the terminal.

To dial up the Miles City Pilot Briefing Center, call 232-9623. For Helena's Pilot Briefing Center, call 449-6416.

The noteworthy advantages of such a system are:

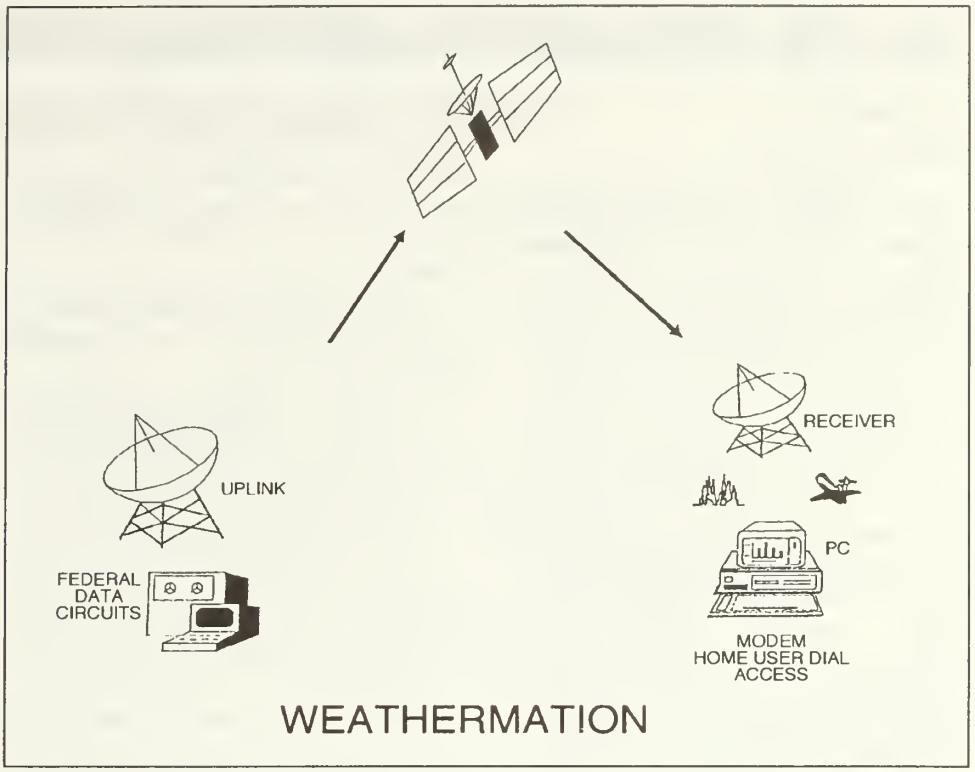
1. safety of flight is dramatically improved by making current weather information available instantly at the airport and to the pilot with a home computer

2. the visual presentation of the weather data is far more effective than a phone briefing

3. the pilot gets a hard copy printout of his self-briefing, allowing him to refer back to the brief with accuracy. After all, how many times have you been able to write all the information down in a telephone brief and understand your notes

4. the system is not usage sensitive, in that there are no connect time charges or other usage related costs other than your own long distance charges if you dial Helena or Miles City Briefing Center remotely from your own computer

We congratulate Miles City on making an important commitment to aviation safety in Montana. We encourage your use and comments regarding the system.



FAA Tower Groundbreaking

Groundbreaking ceremonies for a new FAA control tower in Helena took place early last month. The federally funded $2 million eight-story structure will be the tallest building in the Helena area and replace the 30-year old tower. A separate base building and generator facility will also be constructed on the site. Construction is expected to take approximately 12 months.

The new tower will eliminate the line of sight problems associated with the existing facility and will provide updated electronic equipment for the local air traffic controllers. Helena is one of only four communities in Montana that have FAA control towers.

Senator Max Baucus, Helena Mayor Kay McKenna, and Helena Regional Airport Manager Ron Mercer were a few of the many dignitaries who gathered to take part in the festivities.

CAP Cadet Wins AOPA Scholarship

Cadet Lt. Colonel Jennifer Whitesell, Baton Rouge, LA, has won a $1,000 flight training scholarship donated by AOPA to support CAP's national recruitment campaign. Jennifer singed up 15 new cadets during the 3-month campaign and has signed up an additional 12 cadets since.

AOPA offered the scholarship to CAP to help bolster CAP education programs for young people ages 13-18. AOPA also supplies training materials and other support to several regional one-week cadet solo programs.

Montana students interested in CAP should contact the Montana CAP Wing at P.O. Box 1887, Great Falls, MT 59403-1887.

Tenth Annual Conference Planned

By: Debbie Alke
Administrative Officer

The program for the 1994 Montana Aviation Conference will include something for everyone with an interest in aviation from the professional who makes his living through aviation to the pilot who flies strictly for pleasure. The conference is being held February 23-26 at the Holiday Inn at Billings.

Major speakers will include Ed Stimpson, President, General Aviation Manufacturers Association (GAMA) at the kick-off luncheon; Julie Clark, aerobat and Captain for Northwest Airlines at the awards luncheon (waiting confirmation); and Paul H. Poberezny, Founder and Chairman of the Board, Experimental Air Association (EAA) at the banquet. Extraordinary entertainment has been arranged for Saturday evening.

A variety of speakers have been arranged to conduct concurrent sessions on an expansive assortment of topics. The Aerial Applicators Recertification Session will be held on Wednesday and the Aircraft Mechanics Refresher Seminar is scheduled at various times during the three days of the Conference.

Again this year, Dr. Jerald Cockrell will join the conference and conduct an open session Thursday evening.

The Montana Chapter of the 99s will present its Flying Companion Seminar and a special spouse/guest tour has been arranged.

Aviation/Awareness Career Day for junior and high school students will be Friday.

Fifty exhibitors from all over the country will reserve booth space for the trade show. Thousands of dollars worth of door prizes will be given away during the conference.

All of Montana's aviation organizations will hold annual/membership meetings at the conference. The Aeronautics Board will meet on Wednesday evening and will conduct a Question and Answer Session Saturday afternoon.

Registration fees are $30/individual or $40/family. This allows entrance into all sessions and includes hospitality hour drink tickets and lunch on Friday. A day pass allowing entrance into the sessions and exhibit area for one day is available for $15.

Meal tickets are separate from the registration with the exception of Friday's lunch and must be reserved no later than 48 hours in advance of each meal. Tickets for the kick-off luncheon must be reserved through pre-registration.

Rooms for the conference have been blocked at the Holiday Inn 800-637-3679 or 406-248-7701.

A very basic, tentative schedule for the conference is provided elsewhere in this issue along with a registration form. Register now and we'll look forward to seeing you in Billings!

For additional information call Debbie Alke at 444-2506.

Kalispell City Airport Sports New Centerline

A trilateral cooperative effort between the Montana Aeronautics Division, the Parks and Recreation Department of the City of Kalispell, and the Kalispell Hangar of the Montana Pilots Association resulted in freshly painted runway numbers and centerline on the Kalispell City Airport.

Last summer it became obvious the runway numbers and centerline on the City Airport needed repainting. The problem was brought to the attention of the Kalispell City Parks and Recreation Department who maintain the airport. It was learned their budget lacked sufficient funds to purchase paint. Dr. Bruce McIntyre, President, MPA Kalispell Hangar, brought the problem to the membership's attention.

Since most hangar members either own airplanes based on the airport, or use it frequently, it was agreed and voted unanimously in a spirit of mutual cooperation to donate the $500 needed to purchase the paint.

The Montana Aeronautics Division offered to furnish a crew and equipment to apply the paint. On November 2, a crew consisting of Redge Meierhenry, Mike Rogan and Clayton Wilhelm traveled from Helena to Kalispell with the necessary striping machine. Prior to their arrival the Kalispell Parks and Recreation Department prepared the runway by applying a seal coat. After a few hours runways 13 and 31 were resplendent with a new centerline and numbers!

Redge Meierhenry, Ken Bauska and Mike Rogan prepare for the job.

1994 Montana Aviation Conference Tentative Schedule

Wednesday, Feb. 23

Afternoon

Booth Set-up
Aerial Applicators Seminar.

Evening

Aeronautics Board Meeting
Aerial Applicators Dinner

Thursday, Feb. 24

Morning

Exhibitor Meeting
Mechanics Seminar
MATA Business Meeting
Concurrent Sessions

Luncheon

Kick-off Luncheon Speaker: Ed Stimpson, President, General Aviation Manufactures Association (waiting confirmation)

Afternoon

Mechanics Seminar
MAMA Board Meeting
Concurrent Sessions
FAA Q&A Session

Evening

Dr. Jerry Cockrell

Friday, Feb. 25

Morning

Mechanics Seminar
Concurrent Sessions
Education Session
MFF Business Meeting
MAMA Membership Meeting
Flying Companion Seminar

Luncheon

Held in Exhibit Area, free to registrants.
Door Prizes

Afternoon

Education Session
Concurrent Sessions
Spouse/Guest Program
MAAA Business Meeting
99's Business Meeting

Evening

Hospitality Hour in Exhibit Area

Saturday, Feb. 26

Morning

EAA Business Meeting
Montana Seaplane Pilots Meeting
MPA Business Meeting
Mechanics Seminar
Concurrent Sessions

Awards Luncheon

Speaker: Julie Clark

Afternoon

Concurrent Sessions
Aeronautics Board Q&A Session
AOM Meeting

Evening

Banquet Speaker: Paul Poberezny, Founder and Chairman of the Board, Experimental Air Association Entertainment: Calamity Janes

The exhibit area will open Thursday morning, February 24 at 10 am and will be open at various times during the Conference through Saturday afternoon. All coffee breaks and Friday's lunch and hospitality hour will be held in the exhibit area.

Montana Aviation Conference—Feb. 23-26, 1994

Mail To:
Montana Aviation Conference
PO Box 5178
Helena, MT 59604

Please Type or Print

Name(s) of Participant(s) (for name tags) _____

_____

Address _____ Phone _____

Your Organization Affiliation:
(Choose one only for name tag)

MPA	_____	99s	_____
MATA	_____	MAAA	_____
MAMA	_____	EAA	_____
MFF	_____	CAP	_____
Other	_____	AMAA	_____

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Montana Aviation Conference

Please make the following reservations
NOTE: Meal Tickets must be purchased 48 hours in advance.

		Enclosed
Reg. Fee - _____	@ $30/person	$ _____
_____	@ $40/family	$ _____
Daily Pass ___ Th ___F ___S	@$15/Day	$ _____
*Thurs. Luncheon _____	@ $9	$ _____
Fri. Luncheon _____	@FREE	$ _____
Sat. Luncheon _____	@$10	$ _____
Sat. Banquet _____	@$21	$ _____

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Private

James Booth	Bozeman
Gary Gates	Billings
Gregory Keiper	Libby
Jeffrey McAllister	Whitefish
Walter Mehmke	Great Falls
David Nichols	Whitefish
Francis Smith	Bozeman
Wendy Susott	Missoula
Steven Yates	Billings

Instrument

Bruce Erickson	Great Falls
Williams Janecke	Anaconda
James Taylor	Great Falls

Commercial

Matthew Miller	Billings

Multi-Engine

Jeann Batson-Lesnik	Helena

CFI

Trena Brousseau	Whitefish
John Richardson	Billings

CFI Renew

Leigh Aslakson	Billings
Donald Bennett	Helena
Kenneth Fielding	Missoula
Sage Olson	Billings
Terry Williams	Glasgow

Advanced Ground Instructor

Patrick O'Brien	Great Falls

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